

7A. On models equipped with a front brake, remove the spacer collar from the right-hand side.
 7B. On all other models, remove the spacer collars on each side of the hub.

8. Roll the wheel forward and remove it.

9. Install by reversing these removal steps, noting the following.

10. On models equipped with a front brake, perform the following:

a. Position the brake panel correctly when lowering the front fork down onto the axle. Once the forks are down and in position the brake panel cannot be rotated into the correct location.

b. Make sure that the notch in the brake panel is properly indexed onto the stud on the inside surface of the left-hand fork leg (Figure 4).

11. Tighten the axle nuts to the torque specification listed in Table 1. Install new cotter pin(s) and bend the ends over completely.

NOTE

Always install new cotter pins. Never reuse an old one as it may break and fall out.

12. On models equipped with a front brake, adjust the front brake as described in Chapter Three.

FRONT HUB

Refer to Figures 5-9 for this procedure. This procedure is shown on a model equipped with a front brake. The service procedures are the same for models without an integral brake drum on the front hub.

The front wheel and hub on the 1970-1974 ATC90 looks different from all other models, but service is the same.

Inspection

Inspect each wheel bearing prior to removing it from the wheel hub.

CAUTION

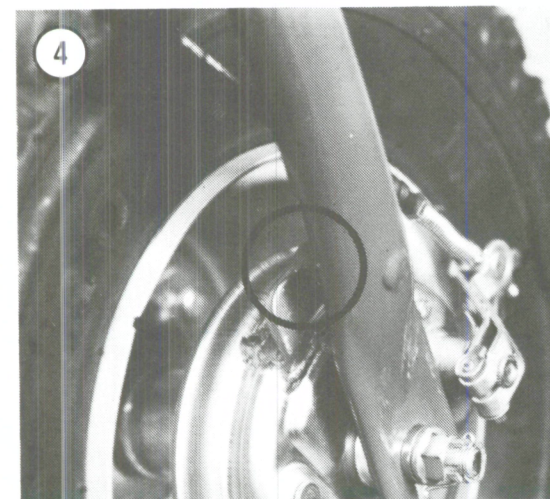
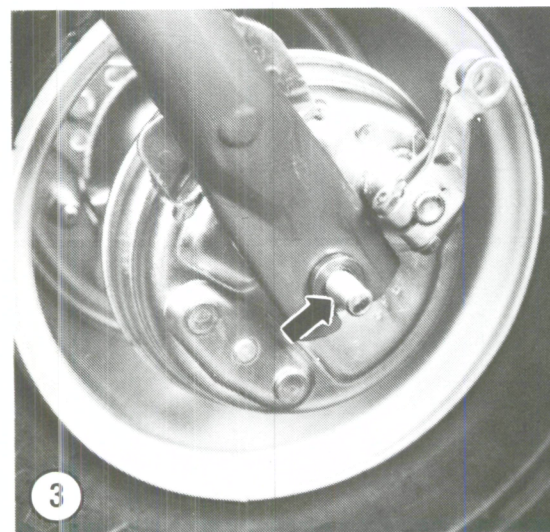
Do not remove the wheel bearings for inspection as they will be damaged during the removal process. Remove the wheel bearings only if they are to be replaced.

1. Perform Steps 1-4 of Disassembly in this chapter.

2. Turn each bearing by hand. Make sure each bearing turns smoothly.

NOTE

Some axial play is normal, but radial play should be negligible. The bearing should turn smoothly.



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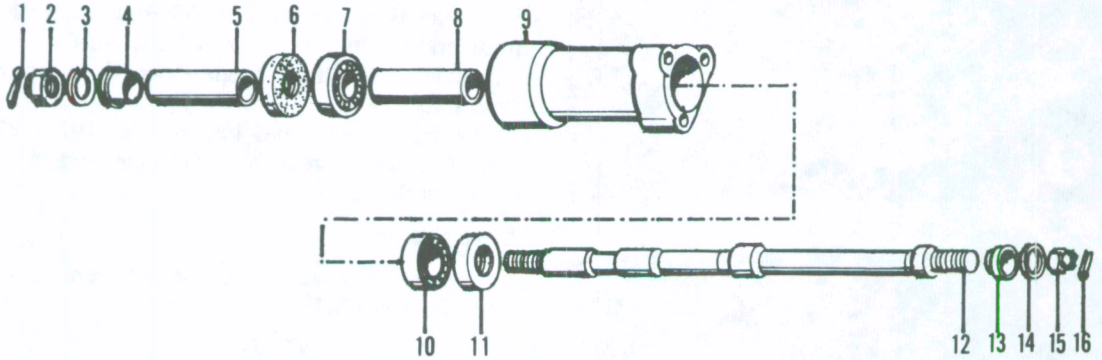
FRONT AXLE (ATC70)



- | | |
|--------------------|----------------|
| 1. Cotter pin | 8. Bolt |
| 2. Castellated nut | 9. Boss |
| 3. Washer | 10. Washer |
| 4. Spacer collar | 11. Nut |
| 5. Oil seal | 12. Wheel hub |
| 6. Bearing | 13. Circlip |
| 7. Distance collar | 14. Front axle |

6

FRONT AXLE (1970-1974 ATC90)



- | | |
|--------------------|---------------------|
| 1. Cotter pin | 9. Wheel hub |
| 2. Castellated nut | 10. Bearing |
| 3. Washer | 11. Oil seal |
| 4. Collar | 12. Front axle |
| 5. Spacer collar | 13. Collar |
| 6. Oil seal | 14. Washer |
| 7. Bearing | 15. Castellated nut |
| 8. Distance collar | 16. Cotter pin |

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FRONT AXLE (1975-1978 ATC90)

1. Cotter pin	7. Bearing
2. Castellated nut	8. Washer
3. Collar	9. Distance collar
4. Spacer collar	10. Wheel hub
5. Oil seal	11. Front axle
6. Circlip	

FRONT AXLE (ATC110)

1. Cotter pin	7. O-ring seal	11. Nut
2. Castellated nut	8. Bearing	12. Front hub
3. Collar	9. Bolt	13. Distance collar (1979-1983)
4. Front axle	10. Washer	14. Distance collar (1984)
5. Spacer collar		15. Spacer collar
6. Oil seal		

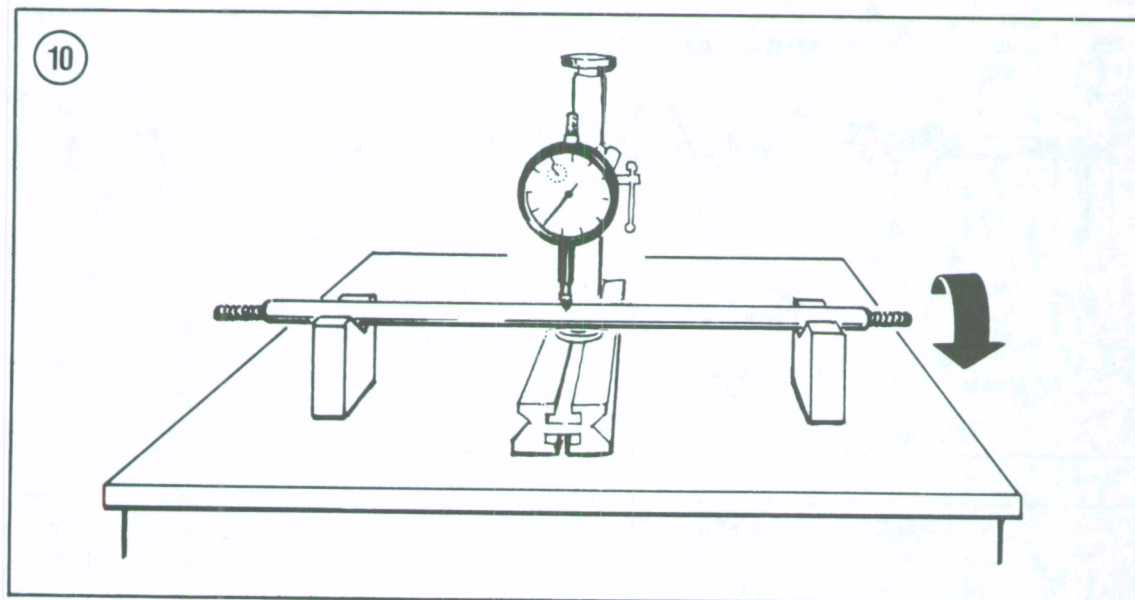
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9

FRONT AXLE (ATC125M)

1. Cotter pin	10. Distance collar
2. Castellated nut	11. Bearing
3. Collar	12. O-ring seal
4. Front axle	13. Oil seal
5. Oil seal	14. Spacer collar
6. O-ring seal	15. Collar
7. Bearing	16. Castellated nut
8. Bolt	17. Cotter pin
9. Front hub	

9



3. On non-sealed bearings, check the balls for evidence of wear, pitting or excessive heat (bluish tint). Replace bearings if necessary; always replace as a complete set. When replacing, be sure to take your old bearings along to ensure a perfect matchup.

NOTE

Fully sealed bearings are available from many good bearing specialty shops. Fully sealed bearings provide better protection from dirt and moisture that may get into the hub.

4. Check the axle for signs of fatigue, fractures and straightness. Use V-blocks and a dial indicator as shown in **Figure 10**. If the runout is 0.5 mm (0.02 in.) or greater, the axle should be replaced.

5. Check the hole in both ends of the axle where the cotter pins fit in. Make sure there are no fractures or cracks leading out toward the end of the axle. If any are found, replace the axle immediately.

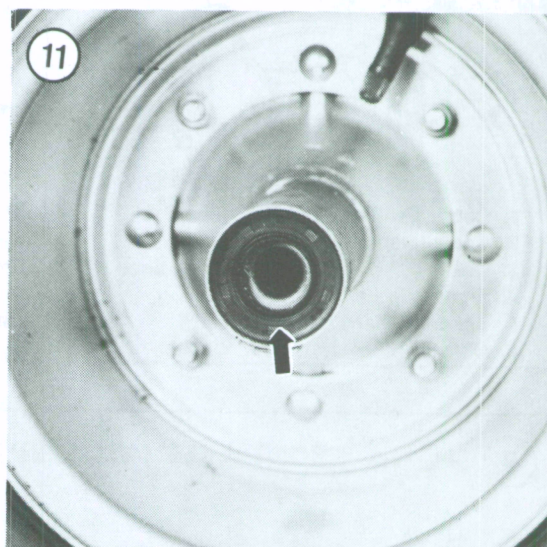
6. Inspect the grease seals and O-ring seals. Replace if they are deteriorating or starting to harden.

Disassembly

1. Remove the front wheel as described in this chapter.

NOTE

Do not remove the hub assembly from the tire/wheel assembly as the tire/wheel assembly is an ideal holding fixture.



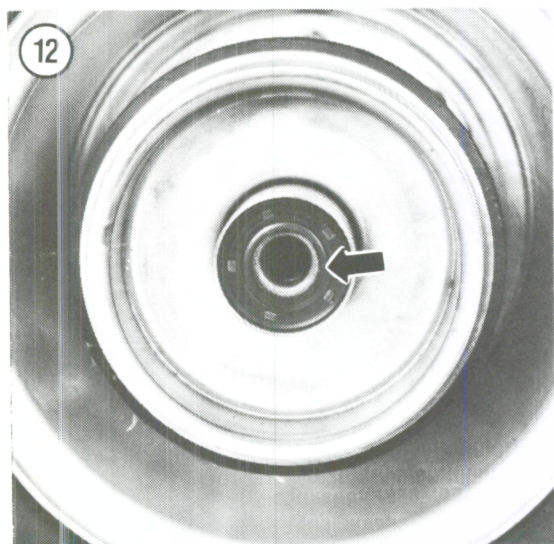
2. On models so equipped, remove the brake assembly.

3. On the left-hand side, remove the grease seal (**Figure 11**). On 1979-on ATC110 and ATC125M, also remove the O-ring seal.

4. On the right-hand side, remove the grease seal (**Figure 12**). On 1979-on ATC110 and ATC125M, also remove the O-ring seal.

5. Before proceeding any further, inspect the wheel bearings as described in this chapter.

6. On 1973-1974 ATC70 and 1975-1978 ATC90 models, remove the circlip from the right-hand side of the hub next to the right-hand bearing.



7. To remove the left- and right-hand bearings and distance collar, insert a soft aluminum or brass drift into one side of the hub. Push the distance collar over to one side and place the drift on the inner race of the lower bearing. Tap the bearing out of the hub with a hammer working around the perimeter of the inner race.

8. Remove the distance collar and tap out the opposite bearing.

9. Thoroughly clean out the inside of the hub with solvent and dry with compressed air or a shop cloth.

10. Do not clean sealed bearings. If non-sealed bearings are installed, thoroughly clean them in solvent and thoroughly dry with compressed air. Do not let the bearing spin while drying.

Assembly

1. On non-sealed bearings, pack the bearings with a good quality bearing grease. Work the grease in between the balls thoroughly. Turn the bearing by hand a couple of times to make sure the grease is distributed evenly inside the bearing.

2. Pack the wheel hub and distance collar with multipurpose grease.

CAUTION

Install the wheel bearings with the sealed side facing out. During installation, tap the bearings squarely into place and tap on the outer race only. Use a socket (Figure 13) that matches the outer race diameter. Do not tap on the inner race or the bearing may be damaged. Be sure that the bearings are completely seated.

3A. On 1973-1974 ATC70 and 1975-1978 ATC90 models, perform the following:

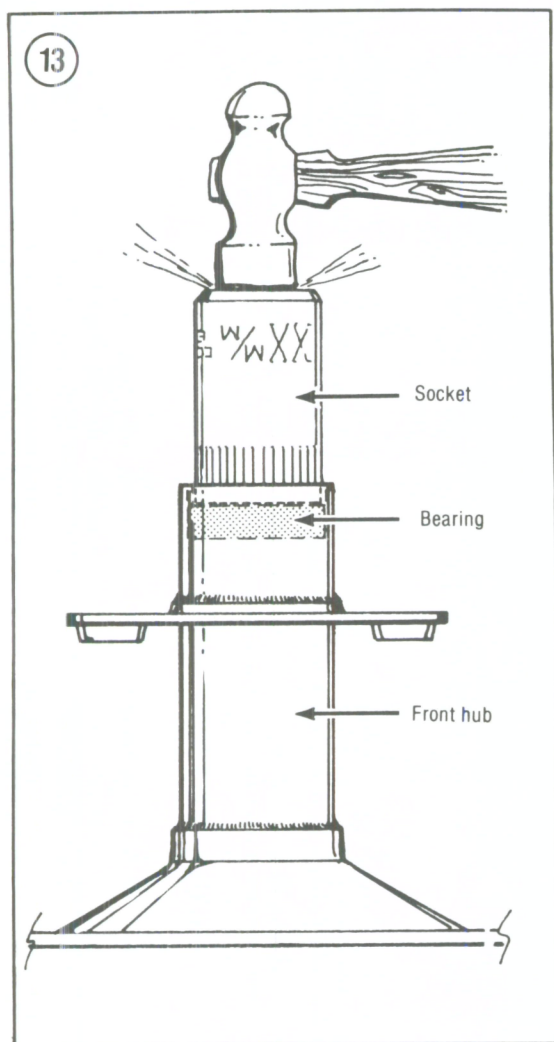
- Install the circlip into the hub assembly. Make sure it is completely seated.
- Install the right-hand bearing.
- Install the distance collar and the left-hand bearing.

3B. On all other models, perform the following:

- Install the left-hand bearing.
- Install the distance collar and the right-hand bearing.

4. On 1979-on ATC110 and ATC125M models, apply a light coat of multipurpose grease to the O-ring seals and install one onto the center race of the bearing.

5. Apply a light coat of multipurpose grease to the grease seals and install one on each side of the hub. Push the grease seal in until it is flush with the outside surface of the hub.



CAUTION

On models so equipped, make sure the O-ring seal is aligned with the inner opening of both the bearing and the grease seal on each side. If alignment is not correct the O-ring will be damaged when the front axle is inserted through the front hub.

6. On models so equipped, install the front brake panel into the brake drum.
7. Install the front wheel as described in this chapter.

HANDLEBAR**Removal**

1. On models so equipped, remove the plastic band (A, **Figure 14**) holding the throttle cable and engine stop switch wire to the handlebar.
2. On models so equipped, remove the screw (**Figure 15**) securing the end guard and remove the end guard and right-hand grip.

NOTE

In the following steps carefully lay the throttle assembly and brake cables over the front fender or back over the fuel tank. Be careful that the cables do not get crimped or damaged.

3. On 1982-on ATC110 and ATC125M models, perform the following:

- a. Remove the screws securing the combination engine kill/headlight/starter switch to the handlebar and remove the switch assembly (A, **Figure 16**).

- b. Remove the plastic band holding the electrical wires to the handlebar.

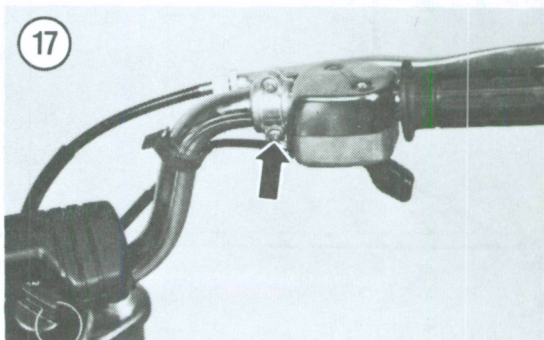
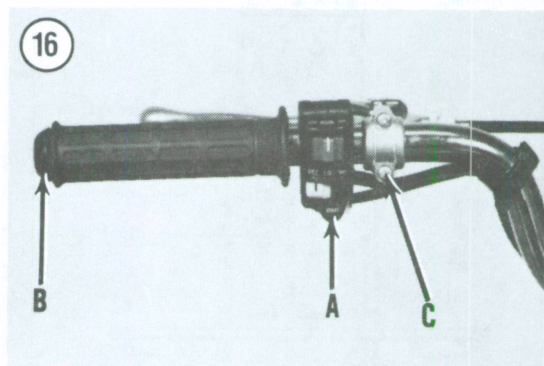
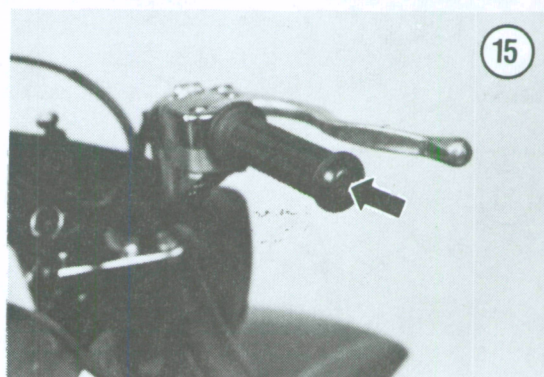
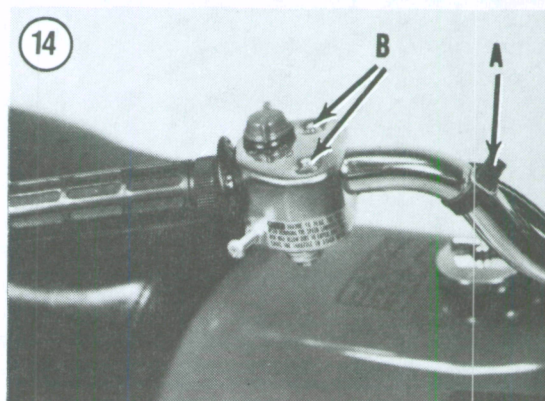
4. Remove the screws (B, **Figure 14**) securing the throttle and (on some models) engine stop switch assembly to the handlebar and remove the assembly.

5. On models equipped with a front brake, loosen the clamping bolts (**Figure 17**) on the right-hand brake lever assembly and slide the assembly off the handlebar.

6. Remove the screw securing the end guard and remove the end guard and left-hand grip (B, **Figure 16**).

- 7A. On ATC70 models, remove the pivot bolt (**Figure 18**) and remove the brake hand lever from the handlebar.

- 7B. On all other models, loosen the clamping bolts (C, **Figure 16**) on the left-hand brake lever assembly and slide the assembly off the handlebar.



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